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GERMAN SUBMARINES SINK NINE SHIPS, TWO NEUTRAL, OFF NEW ENGLAND COAST

SHIPS AT SEA RACE FOR THE THREE-MILE LIMIT

Four British, One Dutch and
One Norwegian Ships Sent
to Bottom or Left Crippled
Derelicts off Nantucket.

AMERICAN SHIPS GO TO RESCUE PASSENGERS

So Far as is Known There Was No
Loss of Life.—Held Up American
Steamer Kansas, But Upon Estab-
lishing Identity She is Allowed to
Proceed.—Shock Given Shipping.

Newport, R. I.—The executive officer of the destroyer Ericsson, returning from the scene of the German submarine activities off Nantucket, reported that nine ships had been sunk and that three submarines were operating off the coast. This information, he said, he had on the authority of the captain of the Nantucket Shoals Lightship.

Newport, R. I.—Four destroyers of the American fleet came into harbor here bringing 216 persons rescued from the ships sunk off Nantucket Sunday by a German submarine. The Ericsson, one of the destroyers to arrive, brought 8, the Drayton 68; the Benham 36 and the Jenkins 31. Thirty-five women and ten children are among those on the Ericsson. This information came by wireless in advance of the actual docking of the destroyers.

Boston.—A submarine of the Imperial German Navy, ravaged shipping off the eastern coast of the United States Sunday.

Four British, one Dutch and one Norwegian steamer were sent to the bottom or left crippled derelicts off Nantucket Shoals. All night under the light of the hunters moon the destroyer flotilla of the United States Atlantic fleet was picking up passengers and crews of the destroyed vessels and bringing them into Newport, Rhode Island.

So far as known there was no loss of life although at a late hour the crew of the British steamer Kingston had not been accounted for. A submarine held up the American steamer Kansas, bound from New York for Genoa with steel for the Italian Government, but later on establishing her identity allowed the American to proceed. The Kansas came into Boston harbor late at night for her usual call here.

The submarine is believed to be the U-53, which paid a call to Newport and disappeared at sunset. Some naval men, however, declared that at least two submarines are operating close to the American shore though outside the three-mile limit.

Record of Warfare.

The record of submarine warfare as brought to land by wireless dispatches follows:

The Strathdene, British freighter, torpedoed and sunk off Nantucket. Crew taken aboard Nantucket Shoals Lightship and later removed to Newport by torpedo boat destroyers. The Strathdene left New York for Bordeaux and was attacked at 6 a. m.

The West Point, British freighter, torpedoed and sunk off Nantucket. Crew abandoned the ship in small boats after a warning shot from the submarine's guns. Officers and men were taken aboard a destroyer. The vessel was attacked at 10:45 a. m. She was bound from London for Newport News.

The Stephano, British passenger liner, plying regularly between New York, Halifax and St. John, N. F., torpedoed southeast of Nantucket while bound for New York. Reported still afloat late at night. Passengers and crew, numbering about 140, were picked up by the destroyer Balch and transferred to the destroyer Jenkins. The attack was made at 4:30 p. m.

The Kingston, British freighter, torpedoed and sunk southeast of Nantucket. Crew missing and destroyer searching for them. This vessel is not accounted for in maritime registers, and may be the Kingstonian. The attack occurred at 6 p. m.

Bloomerskij, Dutch freighter, torpedoed and sunk south of Nantucket. Crew taken aboard a destroyer. The steamer was bound from New York for Rotterdam.

Shock Follows Sensation.

The sensation created when the U-53 quietly slipped into Newport harbor and as quietly slipped away three hours later, was less than the shock in shipping circles when wireless reports of submarine attacks began to come into the naval radio stations. Within a few minutes the air was literally charged with electricity as wireless messages of warnings were broadcast along the coast. The submarine or submarines had taken a position directly in the steamer lanes, where they could hardly miss anything bound in for New York or bound east from that port.

Vessels of the Entente Allied Nations and neutral bottoms carrying contraband of war hurried to get within the three-mile limit of the American shore. Several that were following the outside course shifted and made for the inside lane. The Stephano, of the Red Cross line, however, was caught outside the neutral zone. The destruction of this vessel was perhaps the biggest prize of the day. The craft had been sold to the Russian Government and would have been used as an icebreaker after her present trip.

Throughout the day and up to late at night, none of the patrolling fleet maintained by the British and French to protect their own shipping and American ships carrying munitions of war had been sighted. Frantic appeals were sent to Halifax.

Stirs Up Halifax.

"All steps possible in the circumstances are being taken to deal with the situation."

This message was received by the Associated Press from the commander-in-chief of the British North Atlantic squadron at Halifax, N. S. It was in reply to a request for a statement by him. The work of the patrolling fleets was directed from Halifax and ever since the war began cruisers and auxiliary vessels of the British and French navies have moved up and down the coast. The passengers and crews of destroyed vessels who were being brought into Newport were not expected to reach there until after midnight.

Preparations to care for them had been made by Rear Admiral Knight, commander of the Narragansett Bay naval station, and Rear Admiral Gleaves, commander of the destroyer flotilla now at Newport.

Later reports gave further details of the attacks. The Stephano met a submarine six miles southeast of Nantucket Lightship and was attacked by gunfire and a torpedo. She remained afloat until 10:05 o'clock.

The West Point went down 10 miles south of the Nantucket Lightship. The Strathdene was attacked "off lightship" the reports stated and the Bloomerskij was sunk three miles south of the lightship. She remained afloat some time going down at 8:05.

The American steamer Kansas was held up three miles east of Nantucket Lightship.

West Point Gave Warning.

The first wireless warning of the presence of a hostile submarine in the steamship lane was given in the distress signals of the West Point which reported that she had been torpedoed 30 miles southeast of Nantucket Lightship. This message apparently was picked up by every vessel having a wireless equipment within range for within a very short time press dispatches from St. John, N. F., and Halifax, N. S., indicated that the patrolling warships had received the alarm. The British censorship, however, prevented the disclosure of the movements of the patrolling vessels.

Booming of Guns Heard.

The booming of the submarine's guns, apparently fired in warning, was distinctly heard at Nantucket. It was plain that the submarine had placed herself in the lane of passenger and freight traffic and terrorized shipping along the coast.

In a flash after the first distress signals of the West Point were sent, wireless messages of warning were sent broadcast.

Every vessel was warned to make for the three-mile zone and the commanders of merchant vessels of the Entente Allies lost no time in shifting their course.

Those that were following what is known as the outside course turned to the inside course that would bring them closer to American land.

The passenger steamer Stephano, which plies regularly between New York and St. John, N. F., was bound west and was due off Nantucket Monday morning. When her British commander received his warning, he was said to have shifted his course to bring his vessel within the inside lane.

British consular officers along the New England Coast, who had been advised by the British Embassy to warn British shipping against the U-53 upon her appearance at Newport, renewed their caution on learning that the submarine had gone into action.

WAR VIRTUALLY BROUGHT TO SHORES OF THE UNITED STATES.

The European war virtually has been brought to the shores of the United States. In the vicinity of Nantucket, off the Massachusetts coast, a German submarine—or possibly more than one—Sunday sent to the bottom of the Atlantic Ocean at least four British steamers and two neutral vessels—one Dutch and the other Norwegian.

The sunken boats were the Stephano, Strathdene, West Point and Kingston, flying the British flag and the Bloomerskij, Dutch, and Christian Knudsen, Norwegian. So far as known, there were no fatalities. The Stephano carried 83 passengers, all of whom were saved.

MANY AMERICAN PASSENGERS SEE THE STEPHANO SUNK

Newport Society Set Proffers Help to Shipwrecked Rescued by U. S. Naval Vessels.—Vessel's Cargo Not Heavy.

Newport, R. I.—The British steamer Stephano, bound from St. John, N. F., to New York, carrying nearly 100 first and second cabin passengers, including many American tourists, was sunk off Nantucket Lightship at 4:30 p. m. Sunday, presumably by the German submarine U-53. The United States torpedo boat destroyer Balch reported the loss of the liner by radio to the naval station here, stating that the ship had been torpedoed. The message from the destroyer said that the crew was safe aboard the Balch, but made no mention of the passengers, who it was thought here, also were taken care of.

Confirmation of the rescue of the passengers by the Balch was contained in a later message sent by the destroyer to the naval station here. It was said that she had picked up the passengers and later had transferred the Americans to the destroyer Jenkins.

Rear Admiral Knight, commandant of the Narragansett naval district, said that the passengers who desired to do so would be allowed to remain on the warship until morning and that every effort would be made by officers and men to make them as comfortable as possible. At the same time, he said, if any of those picked up wanted to be set ashore their wishes would be complied with as promptly as possible.

Society Offers Aid.

Members of the so-called Newport society set were prompt to extend proffers of help to shipwrecked passengers through Admiral Knight. Mrs. Robert L. Beekman, wife of Governor Beekman and Mrs. French Vanderbilt, volunteered to take care of as many refugees as possible. Many of the passengers on the Stephano are residents of New York. At this time of the year the vessel carries a fairly heavy passenger list made up of summer tourists who spend their summer in New England and in the Canadian maritime provinces.

The cargo loss of the Stephano, it was expected, would not be very heavy as on her westbound voyage she usually carried little freight. This made up largely, as a rule of fish oil and other fish products. The vessel was in the regular service of the Red Cross line.

The sale of the Stephano to the Russian government which had planned to use her as an ice breaker, was recently announced. Her sister ship, the Florizel of the same line also had been sold to Russia for ice work.

Stephano Stoutly Built.

The Stephano was of stout construction, built especially for the heavy ice conditions encountered in winter sailings on the New England coast. It was expected in maritime circles that this was intended as one of the last regular sailings of the Stephano prior to her sailing for the White Sea to work with a large fleet engaged by Russia to keep her northernmost port of Archangel open for the receipt of war supplies.

The liner was in command of Capt. Smith, who it is thought had taken the outside course rounding Nantucket Lightship and had fallen into the grip of the undersea raider.

COMPLICATIONS NOT FEARED BY UNITED STATE OFFICIALS

Washington.—Submarine warfare at the very doors of the United States does not necessarily portend further complications with Germany so long as it is carried on within the limitations of international law.

That is the view of official Washington on the record of one day's operations in which none of the ships destroyed appears to have been attacked without warning or without proper measures having been taken for safety of those aboard.

While in international law an Allied ship destroyed by a German submarine just outside the three-mile limit and in sight of American shores, is no different than a ship destroyed in the Arctic Ocean, provided its destruction is accomplished in accordance with the laws of nations and humanity, the presence of a German submarine flotilla near American territorial waters, officials fear, may raise perplexing questions of neutrality and in fact a most serious issue would be raised if operations of submarines were carried on so near American ports to constitute a blockade.

GERMAN SUBMARINE VISITS U. S. HARBOR

DARING NAVAL EXPLOIT ACCOMPLISHED—U-53 ANCHORS AT NEWPORT.

BRINGS LETTER TO EMBASSY

Tarries Only Three Hours and Asks For No Provisions, Water, Fuel or Repairs.—Had Mounted Guns Fore and Aft.

Newport, R. I.—Seventeen days from Wilhelmshaven, the Imperial German submarine U-53 dropped anchor in Newport harbor.

Almost before the officers of the American fleet of warships through which the stranger had nosed her way, had recovered from their astonishment, the undersea fighter had delivered a message for the German Ambassador, and weighing anchor turned Brenton's reef lightship and disappeared beneath the waves just outside the three-mile limit.

She flew the black and white colors of the German Navy, a gun was mounted on the forward deck and another aft, while eight torpedoes were plainly visible under the forward deck.

Lieut. Captain Hans Rose, commanding the U-53, said that he had called at Newport simply to mail a letter to Count von Bernstorff. He required neither provisions nor fuel and would be on his way, he said, long before the 24 hours during which a belligerent ship may remain within a neutral harbor had expired.

The submarine was in American waters a little more than three hours, assuming that she continued to sea after submerging. Within that time the German commander paid official visits to Rear Admiral Knight, commandant of the second naval district, and Rear Admiral Gleaves, commandant of the destroyer force of the Atlantic fleet, who was on board the flagship, the scout cruiser Birmingham. Both American officers returned the brief call promptly.

While these formalities were being exchanged wireless messages were carrying to the ships of the British and French patrol fleet off the coast and warning that a hostile submarine had slipped through their cordon and might be expected in the open sea soon. At the forts and the naval station the fleet of Captain Hans Rose was the one subject of conversation, and there was much speculation as to her mission.

The first question asked by Captain Rose when a motor boat came alongside was: "Have you heard from the Bremen?"

When he was told that there was no news of the missing craft his face became grave but he made no comment. To the naval men generally, the most interesting fact disclosed by Captain Rose was that he had been at sea 17 days and still had provisions for three months, abundant fuel and needed no repairs. Not so much as a bottle of water was taken aboard and the ship was spick and span.

The U-53 had made her way through the fleet of 37 United States warships, including destroyers and submarines, to an anchorage. Captain Rose told the correspondent that he had come in to mail a letter to Count von Bernstorff and asked for the newspaper man's credentials.

The latter exhibited an Associated Press badge and was intrusted with the correspondence for the Ambassador. "Please forward this letter to Count Bernstorff," said the captain, "and report my arrival. They will be glad to hear it."

NEW TYPE AEROPLANE IS WRECKED IN TEST

Combination Land and Sea Flier Goes Head First Into Water.

Newport News.—The Curtiss combination land and water machine being tested here for the United States Government was totally wrecked when Pilot Victor Vernon went crashing nose first into the water while attempting a landing.

U. S. LAND BANK BOARD GUARDS AGAINST FRAUD

Washington.—Because of numerous complaints that fraud has been practiced in the organization of joint stock land banks under the new rural credit law, the farm loan board announced that no charter would be granted to any joint stock land bank in the organization of which there had been any expense for promotion, and that the consideration of charters would be deferred until the completion of the organization of the system.

CRITICISM OF MILITIA ADMITTED BY OFFICER

Richmond, Va.—Major Henry S. Barrett of the Fourth Maryland Regiment National Guard, on trial before a court martial here on charges of making utterances prejudicial to the service and of conduct unbecoming an officer, went on the stand in his own defense. Barrett admitted having made the remarks attributed to him in an interview published in a Baltimore paper, but denied that he was talking for publication.

RAID WAS WORK OF LONE SUBMARINE

KNOWN LIST OF VICTIMS IS SIX
—THREE OTHERS REPORTED
SENT DOWN.

CREW OF ONE SHIP MISSING

Raider, Supposedly U-53, Disappears and Leaves No Trace of Its Course After Wholesale Raid Off Nantucket Lightship.

Newport, R. I.—The wholesale raid on foreign shipping south of Nantucket Lightship was the work of one submarine, according to reports of American naval officers. Rear Admiral Albert Gleaves, commanding the torpedo-boat destroyer flotilla which did such remarkable speedy rescue work, said that the reports of all his officers agreed that to the best of their observation one raider only was concerned. This boat presumably was the German U-53, which called at Newport.

Admiral Gleaves said he could easily understand the positive statements of the captain of the Nantucket lightship and of sailors of the torpedoed vessels that more than one submarine was concerned. The U-boat he said was very fast and appeared to have been handled cleverly. It was easy, he pointed out, for her to disappear on one side of a ship and then show up unexpectedly at another spot. Doubtless, he believed, she had submerged and reappeared often enough to mislead any but a keen professional observer and to create the impression that more than one sea terror was operating.

This opinion would seem to be borne out by the statements of many of the refugees that the submarine had more business on hand than she could take care of at once and was obliged to request one steamer to wait her turn while another was being put out of commission. Lieutenant Commander Miller of the destroyer Ericsson, who witnessed the destruction of the Stephano said he was positive that only one submarine was in the vicinity at the time.

The raiding has ceased, at least for the moment.

The known list of the victims of the U-boat's exploits remains at six, notwithstanding reports from the Nantucket Lightship that three other ships, the identity of which could not be learned, were sent to the bottom. There also was a persistent rumor, without verification that a British cruiser one of the Allied patrol fleet sent to the submarine zone, had been attacked.

STEAMER ANTILLA STILL BURNING IN HAMPTON ROADS.

Coast Guard Cutter and Tugs Bring Ward Liner Into Port With Fire Still Raging in Her Hold.

Norfolk, Va.—Towing the still burning steamer Antilla and the yacht Pacificque the coast guard cutter Onondaga and the naval tug Sonoma arrived in Hampton Roads and at last reports were proceeding toward Newport News.

The fire in the freight hold of the Antilla where there is a large quantity of sugar was practically under control when the expedition passed Cape Henry. The naval tug Sonoma pumped water in the burning ship during the entire voyage of about 120 miles of the Virginia capes, where the Antilla was picked up by the Onondaga.

The fire was raging fiercely when the Sonoma reached the scene, but the powerful tug kept a steady stream of water pouring into her freight hold and practically had the fire under control.

The Onondaga landed at Newport News, Captain Blackadder, his 13-year-old daughter and his three mates, the crew was taken to New York by the Morro Castle. Several members of the crew had their feet and hands burned while fighting the flames but so far as learned no one was injured seriously.

DANISH ISLANDERS FAVOR SALE TO U. S.

St. Thomas, D. W. I.—The sale of the Danish West Indies by Denmark to the United States was unanimously favored by acclamation at a meeting held here attended chiefly by working men—laborers and artisans. This course was favored rather than the institution of reforms under the existing regime, the transfer being held to be the only means of remedying existing unsatisfactory conditions on the island.

EASTERN BATTLE FRONTS HOLDING INTEREST ABROAD.

London.—On the battle fronts in Europe, Transylvania and Macedonia continue for the moment the centers of greatest interest. According to Berlin, the Rumanians in Transylvania are retreating along the whole line. The Teutonic Allies have recaptured the town of Toerzburg, 15 miles southwest of Kranstadt and within seven miles of the Rumanian border. In the Danube, the Germans have occupied an island.

"GO-TO-SUNDAY-SCHOOL" DAY

South Carolina Association Designates February 11, 1917, Date For Great Attendance.

Spartanburg.—At a special meeting of the central committee of the South Carolina Sunday School Association, held in the office in the Chapman building recently, February 11, 1917, was adopted as the state-wide "Go-to-Sunday School Day," for South Carolina.

"Go-to-Sunday School Day" was originated by the Kentucky Sunday School Association a few years ago as at state-wide interdenominational movement. Since that time, it has been adopted by other state Sunday School associations and some of the denominations. The purpose of the "Come-to-Sunday School Day" in South Carolina is to get as many people as possible, not ordinarily in the habit of going to Sunday school, to come at least one Sunday; then make them welcome on this Sunday, inform them of the work, provide them with suitable classes and competent teachers, and use every effort to enroll them as permanent members of the school.

There are now enrolled in the white Sunday schools of South Carolina about 269,000 people. If all the Sunday schools will join in this co-operative campaign, it is believed that one-third of a million people will be in attendance on February 11. An extensive plan of publicity will begin in December, and all needed supplies will be in the state Sunday school office ready for distribution early in January.

The central committee also took steps toward preparing for the next state convention, which is to be held in Spartanburg May 1, 2, 3, 1917. It is the desire of the Spartanburg people to come up to the standard set by Charleston in May of this year, when 1,120 registered delegates were entertained by the Charleston people at the thirty-ninth annual convention.

Mad Dog Bites 12 at Anderson.

Anderson.—Ten of the 12 people bitten by a mad dog here went to Columbia, where the Pasteur treatment was administered. All of those bitten are white people, and range in age from 20 months to 33 years. The dog was a French poodle, belonging to the family of J. B. Quarles, and was but a few months old. The dog was killed and the head sent to Columbia for examination. A telegraphic communication was received, indicating that the animal was afflicted with rabies. A dog which was known to have been bitten by the Quarles puppy was killed.

Those bitten were: Claudine Barton 5 years old, Melba Mayfield 6, Lucius Mayfield 12, E. O. Mayfield 8, E. V. Thomas 33, Ethel Quarles 4, Elizabeth Quarles 3, J. Brookes Quarles, Jr. 20 months, and Mr. and Mrs. J. B. Quarles, Hubert Lee Croy and a child of S. E. Kay. The people are all prominent in Anderson.

Charleston Jury Fails to Agree.

Charleston.—After being out nearly 24 hours the jury in the Brown case, which opened in the court of general sessions, was discharged, Judge Rice ordering a mistrial. The jury retired Saturday at 7 p. m. with the evidence in this first "election case." At 11:30 o'clock it had not reached agreement and was locked up to spend the night in the court house. When it was seen Sunday afternoon that there was no hope of agreement Judge Rice ordered a mistrial.

Men of both factions in municipal politics were on the jury in about equal proportions.

Solicitor Henry would make public no inkling of his plans as to the other 12 election cases pending and which he came here specially to prosecute. It is probable, however, that failure to secure a verdict in the Brown case may mean a postponement of the others to another term.

SOUTH CAROLINA NEWS ITEMS.

Greenville will spend at once \$65,000 on street paving and \$25,000 on sewer extensions.

Work has begun on the \$20,000 public school building which will be erected in Olympia. The contractors are the Columbia Construction Company. The building is to be finished by March 1, next.

Eighty business men of Anderson, members of the First Baptist church, have organized and started a movement to erect a third dormitory for Anderson College at a cost of \$35,000. Schools are building in suburban textile communities at Spartanburg as follows: Arkwright, \$12,000; Pelham, \$4,500; Drayton, \$4,000.

Columbia postal receipts in September were 25.58 per cent in excess of receipts during the same month of last year.

A store and office building of cream terra cotta and brick to cost \$20,000 will soon be erected at Anderson.

Every college in South Carolina has been the year with an increased enrollment.

Improvements on the Columbia union station are nearing completion and it is thought that by fair week the entire job will be finished.

Fire prevention was strongly emphasized in the program for Fire Prevention Day at Columbia.

A new postoffice has been established at Blue Brick, Marion county, with Edward Cox as postmaster.

Wilson & Sompayrac, architects of Columbia, will design the new \$150,000 packing house for Orangeburg.

BIG HEALTH DAY FOR GREENVILLE

MOUNTAIN CITY OBSERVES CONSERVATION HOLIDAY IN GREAT ORDER.

PARADE AND GOOD SPEAKING

Public Health Celebration For County Made Up of Pageant and Speaking By Leading Orators.

Greenville.—With Congressman Adamson of Georgia, Congressman Lever and Nichols of South Carolina, First Assistant Secretary Newton of the treasury, Chief L. L. Lumsden of the United States public health service; R. A. Cooper of Laurens, Dr. J. Adams Hayne, head of the state health department and Dr. J. W. Kerr, assistant surgeon of the United States, among the guests of honor, Greenville county held a public health celebration which eclipsed anything of the kind ever before known here. A pageant was the feature of the day, scores of floats being in the parade. Two bands, one from Easley and one from Pelzer, took part, and the coast artillery companies of Spartanburg and Greenville also were in the parade. The celebration was held in connection with the work being done here by the United States department of public health and despite bad weather was a great success.

At the opera house addresses were made by the guests of honor to a crowd of several hundred people. Congressman Adamson was enthusiastically applauded. His address was more humorous than serious. The features of the evening were the announcements by Congressman Lever that henceforth he was a vigorous friend to public health appropriations and the statements of Dr. Lumsden that Greenville county has probably the highest sanitary index in the United States, that the city sanitary measures he has found are the best in the United States so far as he knows; that Greenville is the only city he knows of that needs no suggestion along lines of sanitation, and that every mill village, except one, every incorporated town and every unincorporated town, as well as 18 per cent of the county's population at large, have complied and are complying with the suggestions for sanitation made by the public health department in its sanitary survey of the county. Typhoid fever, reduced by half this year, will be practically eliminated in this county, stated Dr. Lumsden. The one mill village not yet in line will do what has been suggested, said Dr. Lumsden, as the president of that mill had promised to do so.

Assistant Secretary Newton stated that the celebration was a national event, and that what had been done in Greenville county will be told of all over the land, with a view to getting other sections to do the same thing. In the sanitary survey more than 11,000 homes have been visited and thoroughly inspected and recommendations for improvements made. The real work of cleaning up is just beginning. The keynote of the day was conservation of human life; the floats preached this, the speakers talked of it. Prizes awarded to the best floats were given as follows: First, health department of the city of Greenville; second, Southeastern Life Insurance company; third, equal suffrage float from Conestee mill.

Florence Schools Growing.

Florence.—The growth of the Florence schools is something appalling to those who have them to take care of. It was thought that when the new Park school was built there would be plenty of room and the new teachers who had been employed for this session were thought to have been a sufficient number to take care of the schools, but the board found that it would be necessary to employ two more, one for each school.

Kills Brother Accidentally.

Spartanburg.—A 12 year old son of James Pruitt, a white man who lives in the Indian section of this county, accidentally shot and killed his 14 year old brother with a shotgun. The boy and his brother were playing with the gun which they thought was empty when it accidentally discharged. Most of the head took effect in the older boy's head, parts of which were blown entirely away. Coroner J. S. Turner was summoned but no coroner's inquest was held as it was not thought to be necessary.

Suspend Health Law.

Columbia.—Shotwell B. Fishburn, M. D., city health officer, was notified by J. Adams Hayne, M. D., state health officer, of the suspension of the requirement that children under the age of 14 years submit health certificates to ticket agents of railroads when applying for transportation. The order has been in effect for several months, as a precautionary measure to check the spread of infantile paralysis. The epidemic seems now to have abated and it is expected that it will be eliminated soon.